

FIG. 1

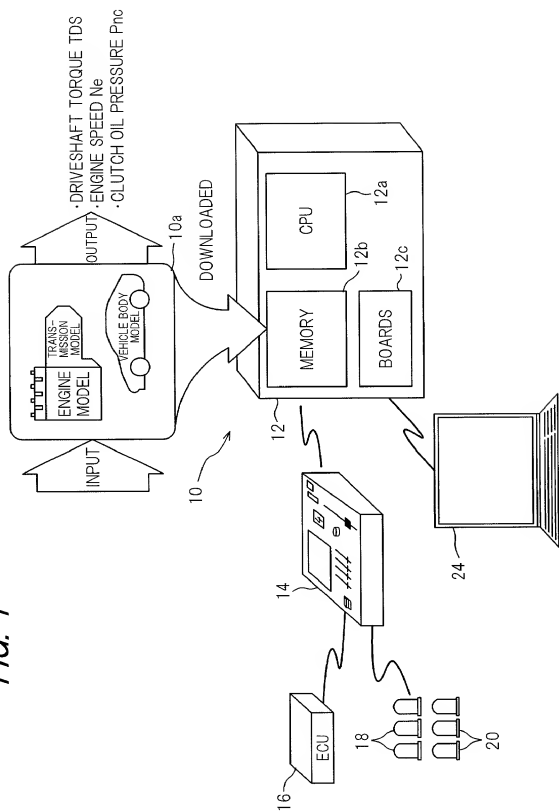
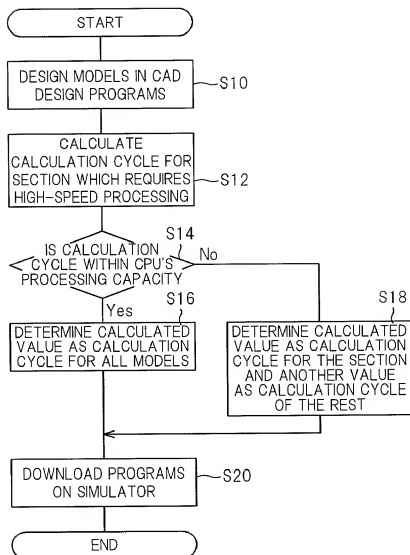
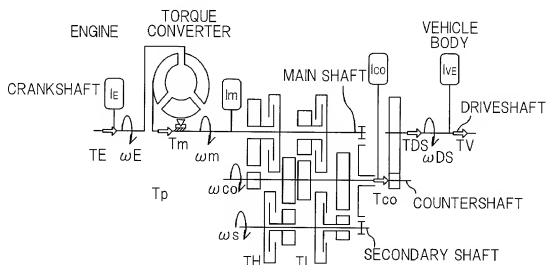


FIG. 2



[illegible]

FIG. 4



$$\text{ENGINE} \quad T_E - T_p - I_E \cdot \dot{\omega}_E = 0 \quad (1)$$

$$\text{TORQUE CONVERTER} \quad T_p = \tau (\dot{\omega}_E / 1000)^2 \quad (2)$$

$$T_m = \kappa \cdot T_p \quad (3)$$

$$\text{MAIN SHAFT} \quad T_m - T_L - T_H - I_m \cdot \dot{\omega}_m = 0 \quad (4)$$

$$\text{COUNTERSHAFT} \quad T_{co} - T_L \cdot i_L - T_H \cdot i_H + I_{co} \cdot \dot{\omega}_{co} = 0 \quad (5)$$

$$\text{DRIVESHAFT} \quad T_{DS} = T_{co} \cdot i_F \quad (6)$$

$$T_{DS} - T_V - I_{DS} \cdot \dot{\omega}_{DS} = 0 \quad (7)$$

## TRANSITIONAL SHIFT PHASE

PHASE	MAIN SHAFT	COUNTER SHAFT
LOW-GEAR DRIVE	$T_m = T_L \quad (8)$	$T_{co} = T_m \cdot i_L \quad (9)$
TORQUE PHASE	$T_m = T_H + T_L \quad (10)$	$T_{co} = T_m \cdot i_L - T_H \cdot (i_L - i_H) \quad (11)$
INERTIA PHASE	$T_m = T_H - I_m \cdot \dot{\omega}_m \quad (12)$	$T_{co} = T_H \cdot i_H \quad (13)$
HIGH-GEAR DRIVE	$T_m = T_H \quad (14)$	$T_{co} = T_m \cdot i_H \quad (15)$

IN THE ABOVE,  
 $T_L$ : HIGH-GEAR CLUTCH TRANSMISSION TORQUE AND  
 $T_H$ : LOW-GEAR CLUTCH TRANSMISSION TORQUE

FIG. 5

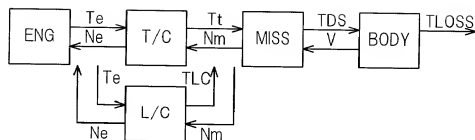


FIG. 6

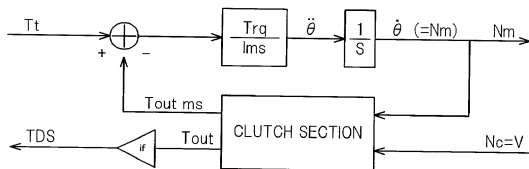
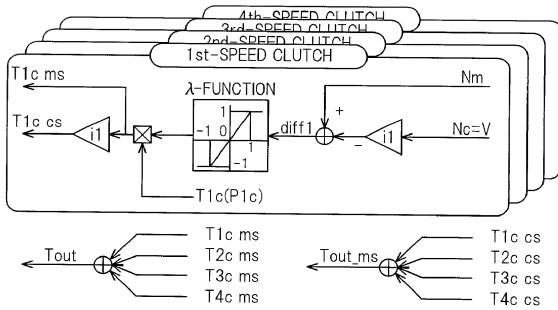


FIG. 7



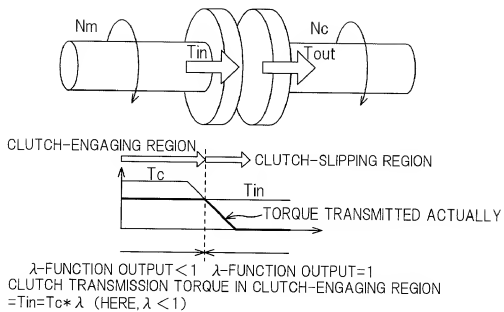
**FIG. 8**

FIG. 9

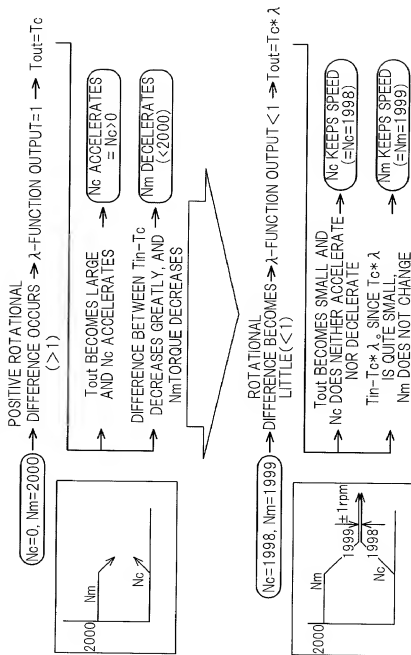




FIG. 10

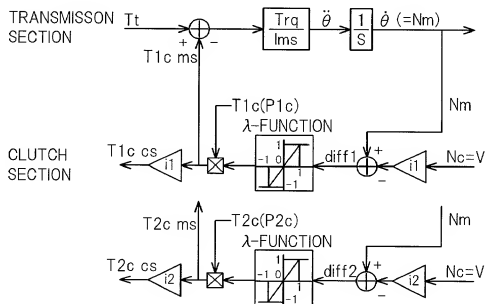
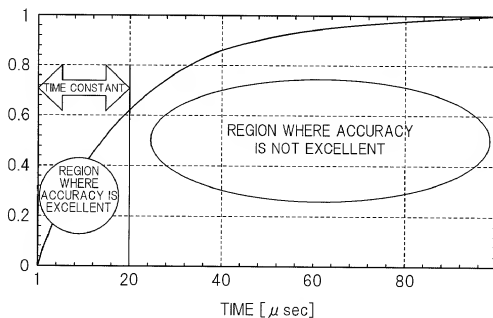
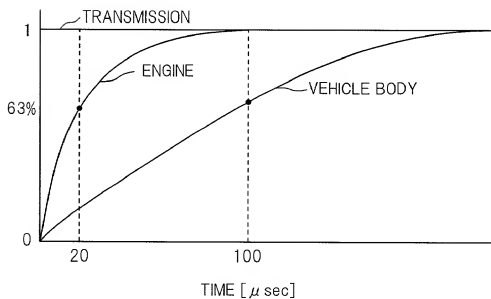


FIG. 11

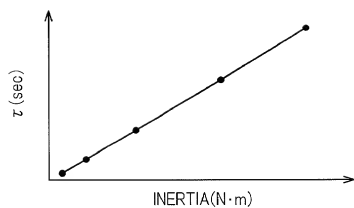
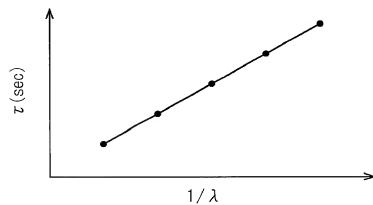
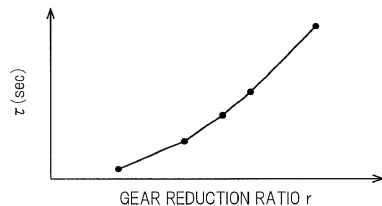


*FIG. 12*

ENGINE INERTIA=0.3kgf·m<sup>2</sup>

TRANSMISSION INERTIA=0.007kgf·m<sup>2</sup>

VEHICLE BODY INERTIAL(CONVERTED)=130.5kgf·m<sup>2</sup>

*FIG. 13**FIG. 14**FIG. 15*

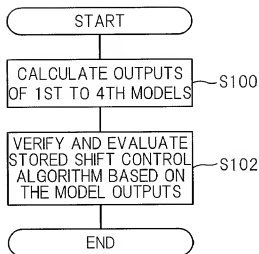
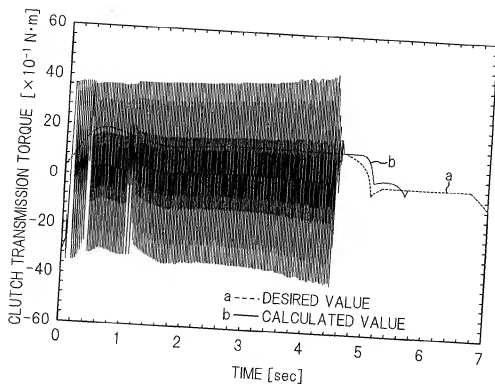
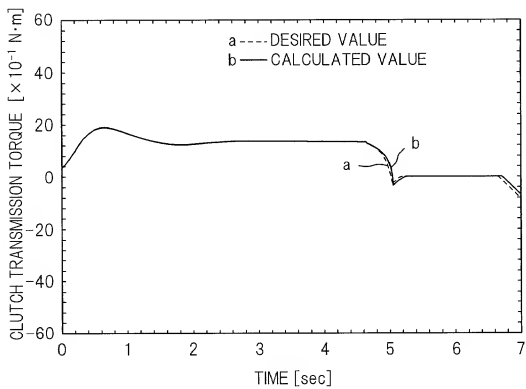
*FIG. 16*

FIG. 17



*FIG. 18*

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—: ACTUAL VALUE, ----: CALCULATED VALUE  
th=WOT

FIG. 19A

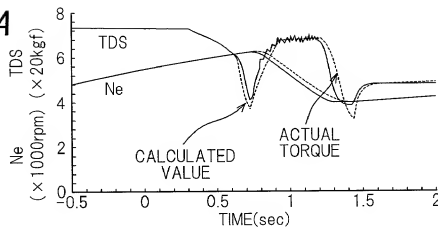


FIG. 19B

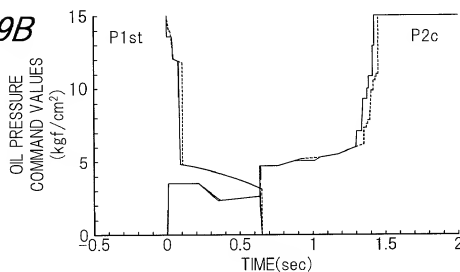


FIG. 19C

